

# The Hongkong Telegraph.

ESTABLISHED 1881.

NEW SERIES No. 1272. 日九十月六五十二緒光

WEDNESDAY, JULY 26, 1899.

三月九日

號六月七英港香

THIRTY DOLLARS  
PER ANNUM.

## Banks.

YOKOHAMA SPECIE BANK, LIMITED.  
ESTABLISHED 1866.

CAPITAL (SUBSCRIBED AND PAID-UP) Yen 12,000,000.

RESERVE FUND 7,300,000.

Head Office—YOKOHAMA

Branches and Agencies.

KOBE  
NAGASAKI  
LYONS  
SAN FRANCISCO  
BOMBAY

SHANGHAI

LONDON  
NEW YORK  
HONOLULU

SHANGHAI

LONDON BANKERS.

THE LONDON JOINT STOCK BANK, LTD.

PARIS BANK, LTD.

THE UNION BANK OF LONDON, LTD.

HONGKONG AGENCY—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent.

per annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.

6 " 4 "

3 " 3 "

S. CHOU, Agent.

Hongkong, 1st July, 1899. [382]

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To-day's  
Advertisements.

NORDDEUTSCHER LLOYD.

## NOTICE.

STEAM TO SHANGHAI.

THE Company's Steamship  
"PRINZ HEINRICH".

Captain H. Sumner, will leave for the above place from No. 1 Kowloon Dock, TO-MORROW the 27th instant, at Noon.

Steam-launch "BREMA" will leave New Pedder's Wharf at 11 A.M. to convey Passengers on board the Steamer.

For further Particulars, apply to MELCHERS &amp; Co., Agents.

Hongkong, 26th July, 1899. [942a]

CHINA NAVIGATION COMPANY,  
LIMITED.

## FOR MANILA.

THE Company's Steamship  
"KWEIYANG".

Captain Outerbridge, will be despatched as above on FRIDAY, the 28th instant, at Daylight.

For Freight or Passage, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 26th July, 1899. [899a]

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.FOR SWATOW, AMOY AND TAMSUL.  
THE Company's Steamship

## "HAIMUN".

Captain Milroy, will be despatched for the above Ports, on SATURDAY, the 29th instant, at 3 P.M.

For Freight or Passage, apply to DOUGLAS LAPRAK &amp; Co., General Managers.

Hongkong, 26th July, 1899. [971a]

SHEWAN TOMES & CO. "NEW YORK"  
LINE.FOR NEW YORK VIA SUEZ CANAL.  
THE New Steamship

## "YANGTSZE".

H. Allen, Commander, will be despatched for the above Port, on MONDAY, the 31st instant, at 6 P.M., instead of as previously advertised.

For Freight, apply to SHEWAN, TOMES &amp; Co.

Hongkong, 26th July, 1899. [785a]

CHINA NAVIGATION COMPANY,  
LIMITED.

## FOR TIENTSIN.

"NANCHANG".  
Captain Finlayson, will be despatched as above on MONDAY, the 31st instant.

For Freight or Passage, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 26th July, 1899. [968a]

FOR LONDON VIA SUEZ CANAL.  
THE Company's Steamship

## "DIOMED".

Captain Goodwin, will be despatched as above on MONDAY, the 31st instant.

For Freight, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 26th July, 1899. [921a]

NOTICE TO CONSIGNEES:  
FROM CALCUTTA, PENANG AND  
SINGAPORE.

THE Steamship

## "LIGHTNING".

Having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once.

Cargo remaining on board after the 29th instant, at 2 P.M. will be landed at Consignees risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co. Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by DAVID SASSOON, SONS &amp; Co., Agents.

Hongkong, 26th July, 1899. [699a]

## For Sale.

## NOW READY.

HONGKONG RACES, 1899.

THE "HONGKONG TELEGRAPH'S"

## ACCOUNT OF THE

## 1899 RACE MEETING

with TABULATED STATEMENTS OF PLACED  
and UNPLACED PONIES, JOCKEYS and  
OWNERS.

## PRICE 50 CENTS.

Only a limited Number printed.

Send Orders early to The Manager,

"HONGKONG TELEGRAPH" OFFICE,

50, Queen's Road Central.

Hongkong, 6th March, 1899.

## AN APPEAL.

THE SUPERIORITY of the ITALIAN  
CONVENT CAINA ROAD, begs most  
respectfully to APPEAL to the Residents of  
Hongkong and the Post Ports, for their kind  
patronage and support, and desires to state that  
she will be pleased to receive orders for all kinds  
of NEEDLE WORK.Gentlemen's Shirts made to order, and Cuffs  
and Collars renewed on old ones.

Ladies' and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery.

Musical cases supplied if required.

The Superiority will also be most grateful  
to receive PARCELS, or old CLOTHES, to be made  
into Books for the Children of the Poor to be  
made and taught by the Sisters.

Hongkong, 2nd April, 1899. [493]

## Entimation.

A. S. WATSON & CO.,  
LIMITED.  
IMPORTERS OF HIGH-CLASS  
SHERRIES.Per doz.  
Case.B.—SUPERIOR PALE DRY,  
dinner wine, Green Seal  
Capsule . . . . . \$10.80C.—MANZANILLA, PALE  
NATURAL SHERRY, White  
Capsule . . . . . 12.00C.C.—SUPERIOR OLD DRY,  
PALE NATURAL SHERRY, Red  
Seal Capsule . . . . . 12.00D.—VERY SUPERIOR OLD  
PALE DRY, choice old wine,  
White Seal Capsule . . . . . 14.40E.—EXTRA SUPERIOR OLD  
PALE DRY, very finest quality,  
Black Seal Capsule of Old  
Bottled . . . . . 20.40B, C, and C.C. are excellent dinner  
Wines and suitable for invalids and  
delicate stomachs. D and E are  
after-dinner Wines of a very superior  
vintage. All are true Xeres Wines.Sample bottles and smaller quanti-  
ties will be supplied at proportionate  
wholesale rates.We only guarantee our Wines and  
Spirits to be genuine when bought  
direct from us in the Colony or from  
our authorised Agents at the Coast  
Ports.

BIRTHS.

On 7th instant at H.B.M.'s Consulate, Nag-  
asaki, the wife of JOHN B. RENTIER, H.B.M.'s  
Consular Service, Japan, of a daughter.

On July 11th, at Yokohama, the wife of W.

K. WILSON, of a son.

At Kiashing, on the 14th of July, the wife of R.

P. HANSEN, I. M. Customs, of a daughter.

On the 26th July, at the Government Civil

Hospital, the wife of J. M. ATKINSON, M.B.,

MARRIAGES.

On the 6th instant, at the Roman Cathol-  
ic Cathedral, Nagasaki, JEAN JULIEN SIROT, to

ANNA LOUISE, the eldest daughter of E.

Balme.

On Wednesday, July 12th, at Trinity Church,

Tsukiji, Tokyo, Miss EMILY VERBEECK, daughter

of the late Rev. Guido F. Verbeeck, to HENRY

T. TERRY, Esq., of the Imperial University.

DEATHS.

At Nagasaki; on the 7th inst., WILLIAM

HENRY DEVINE, aged 64 years.

At Nagasaki, on the 8th inst., FRANCOIS JEAN

BAPTISTE EDOUARD BALMES, aged 51 years.

On the 10th instant, at Zurich, Switzerland,

Mr. C. BRENNWALD, of the firm of Siber,

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MARRIAGES.

Reserve, boys, cost as much to feed as men, and do less work. His business is to earn dividends for his shareholders, and commission for himself? No doubt, he is right in his contention, but it has been shown, that it is of national importance that shipowners should carry boys in their ships, so as to increase the supply of British seamen, and should employ British seamen, instead of foreigners, and Lascars, so that we may have an ample supply in reserve to meet our requirements in time of war. Now if shipowners will do this, they do not because they are under any legal obligation to do so for the carrying on of their business, but for reasons of state, and therefore the nation should make them reasonable compensation for the services rendered.

Since 1853, the sea service has fallen into dispute with the labouring classes, as these is a stigma attaching to lads from the reformary ships, and unless a lad commits a crime and gets sent to a reformatory ship, there is very little chance of his getting into the merchant service as a seaman. Again with School Board education, young men can do better on shore than by going to sea before the mast, and in these days of universal knowledge, they will not put up with indifferent food and dog's holes to live in, in addition to all the other discontents of a sailor's life in the modern tramp. A good seaman of standing and experience does not care to serve alongside of inexperienced tramps, leavers with hardly a word of English at their command. The scarcity of British seamen is not due to the absence of improvements in their wages corresponding to the rise in wages for trades on shore; for the wages of an able seaman have risen from about 45/- per month in 1850 to about 60/- and to 80/- per month at the present time. If there are no means for enabling lads to train and qualify as seamen, how can it be expected that the supply will be kept up? The official returns are instructive on this point. At the present time there are under 7,000 lads under training, whereas in 1850 there were nothing like 36,000 apprentices under training. A large proportion of the 7,000 have paid considerable sums as premium to enable them to qualify as officers. I think I have said enough to show you that the blame for the scarcity of British seamen is not altogether due to the British shipowner.

#### LIGHT DUES.

Unfortunately the Government have attempted to mix up the question of apprentices with that of the light dues. The fact is that they have nothing to do with each other.

The light dues were originally granted to defray the expenses and the erection and maintenance of the lights on the coasts of the United Kingdom. Now, shipowners during the last 45 years have paid as light dues about two million pounds sterling over and above the amount required to light the coasts, about 10/- per cent. in excess. The Royal Navy and yachts have paid nothing. This looks like class legislation with a vengeance.

Seamen have also paid to Government under the Act 7 and 8 Vict. III. Cap. 12: Something like £40,000 sterling in the shape of six-pence per month, deducted from their pay, for certain benefits which they never received, and not one penny of this has ever been returned to seamen. Again the Government derive considerable revenue from seamen, collected at the various ports under various heads, which appears in the estimates as miscellaneous receipts, which money should in justice be used for the benefit of the sea service, but is not, so that all things considered, shipowners and seamen have been unjustly treated by Government.

Time and again committees of the House of Commons have recommended, "that in future all expenses of lighthouses on the coasts of the United Kingdom should be defrayed out of the public revenue as is the practice in the United States, Germany, and some other European countries, but our government persists in holding on to this unjust source of revenue against the most expert evidence, and it was simply sheer compulsion which gave us the Merchant Shipping Act of 1898, which is designed by an attempt to bribe the shipowners to carry apprentices by granting a percentage based on the amount paid per light dues to such vessels as carry boys who are enrolled in the Naval Reserve." Yet Mr. Goschen stands up, and says he can get all the boys he wants. No doubt he can, but he must pay for them. That process is known to all of us. Now the bulk of our patriotic shipowners are only too anxious to help the government, and the country, to get young seaman at a moderate rate. Witness the offer of Messrs. Elder Dempster and Company. But for over a century shipowners have felt that they had ground for complaint, and were being unjustly treated by Government. And they put their foot down there is no doubt the light dues would have been swept away. Doubtless there were good reasons for holding their hands, but all the same, the light dues are doomed and the pill will not be gilded. What are we to think of Mr. Goschen's statement? The House was paying away public money and had to be made to think it was getting full value for it. That is to say, the apprentices clause with its Light Dues rebate, which no intelligent shipowner wanted or wants, was carried through the House by deception—as immoral thing to do, and an audacious thing to boast of. I have quoted the words of the *Shipping World* in this matter.

#### A SHANGHAI DOG CASE.

Another dog case is said to be coming on at the Shanghai Police Court. A dog owner, strolling out with his toy terrier, observed the glittering eye of a policeman fixed on the quadruped. On turning to see what had fascinated the officer's gaze, he discovered he had overlooked the muzzling regulation when starting out, and stood convicted on the spot with no defence to offer. He was promptly fined ten dollars—on the highway—and promised a chit for it, such is the summary way cases under the dog act are disposed of. Whilst paddling up to the court to redeem his chit he revolved the matter in his mind, and, apart from the repugnance of handing out the cash, could not help feeling a bit annoyed at having been fined ten dollars without the option, on the kerbstone, and paid up when reaching the station under protest. It is said the legality of being fined by the policeman on the street is to be tested in the court.

Light Dues," of which I have lately availed myself in these remarks.

Now, ladies and gentlemen, with the view of enlisted your sympathies with the efforts that are being made for the regeneration of the British seaman. Let me ask you, who is it that has made our Empire what it is to day? It has been made by our ships and our sailors, who alone can hold it for us. It is not then worth our straining every nerve to make these men what they were in the golden time, the respected, and feared, of the rest of the world. Let us have laws to ensure their proper treatment, to encourage their habits of thrift, and let us endeavour to make their lot, in any case a hard one, as easy as circumstances will allow, and provide for these gallant men a pitance for their old age.

On the coast of China the need for white men as seamen has never been less, as the Chinese make excellent deck hands, and very good firemen, but if we are at war we could not trust our ships to a crew, say of forty Chinese, with six European officers and engineers. More white men would be required, and they would add largely to the expense, we have no Chinese sailors who claim British protection, if we had the question would be simplified considerably, but this shows us that if war was declared with any of the great powers, the question of seaman would affect us here, one way, or the other.

The Indian ports could not supply all the Lascars that would be wanted.

At the present time we have one of the strongest Ministries that ever wielded power. They could settle the matter out of hand in one session, and gain much credit by doing so, but they are trying all they know to stave off discussion, and soon the matter will be taken out of their hands, for it will be forced on the constituencies and the cry will be *injustice to our own kith and kin, and justice to our shipowners, the backbone of our country.*

Captain Hastings then rose and said:—

"In moving a hearty vote of thanks to Captain Anderson for his able and instructive address the greatest compliment we can pay him, I think, is to tell him he has made us thoroughly uncomfortable—I know he has me."

Long ago, there was an old cry for "Free Trade" and "Sailor's Rights". We have got "Free Trade" but what has become of the "Sailor's Rights?" or has their acquisition resulted in the extinction of the British merchant seaman?

When we fought the world, our mercantile fleets were manned and officered by British seamen—the man-of-war's man and merchant seaman were practically interchangeable—evidently landsmen were good enough at a pinch. Things are changed now, trained men—and trained men only can be utilized. Continental nations have grasped this fact, all their merchant seamen are trained men, have served in their war fleets, and are liable to serve again, meanwhile earning a livelihood in the mercantile marine. Thus the Continental naval reserves are capable of manning their entire war fleets twice and three times over.

We cannot man the whole of our war fleet even after calling out the Coast Guards and Naval Reserve, (were all the latter to be available instantly—which is impossible) stripping our coast in the hour of peril, and depriving our Merchant fleets of the small numbers of British seamen they now possess. What is to become of our trade? How is the food supply of Britain, to be maintained?

Such, ladies and gentlemen, is the position—the position the Navy League is endeavouring to get the nation to face while there is yet time. We have got the ships, we have got the money but we have not got the men. A strong man armed, keepeth his house, as is true to-day, after the Peace Conference at Hague, as when it was written a long time ago.

A vote of thanks to Captain Hastings was proposed by Mr. J. J. Francis and the meeting terminated.

#### A LIBERAL SPIRIT SHOWN.

An explosion of gunpowder occurred at No. 4 factory of the Itabashi Gunpowder Factory at 11.30 a.m. the 10th instant. Luckily all the labourers except one were away at their lunch the time. The man who was left was injured in his limbs. He was conveyed to the Military Hospital at Kojimachi but is not expected to survive. The cause of the explosion is not known.

**Drowning Fatality.**

A Yamaguchi telegram to the *Osaki Asahi* reports that Mr. Horie Kichi, village chief of Hirose Mur, Kuga Gof, Yamaguchi Ken, was drowned while travelling down the Hirose-gawa a few days ago. Unfortunately the boat ran against a rock in the river and was broken to pieces. Mr. Horie was drowned and eight others are missing.

**Prince Henry.**

Prince Henry returned to Kobe from Kioto shortly after 6 o'clock on the evening of the 15th and at once proceeded on board the *Deutschland*. His arrival was made an excuse for a capital display of fireworks by the Japanese. His Imperial Highness dined at the German Club the same evening.

**A New Railway.**

The new railway between Kaibara and Fukuchiyama, a distance of fifteen miles and sixty eight chains, which has been built by the Hanshoku Railway Co., was inspected by the government engineer, Mr. Tsui, of the Rail Road Bureau on the 10th inst. Everything was found satisfactory, and the line was to be opened for passenger traffic on the 15th inst. There are six stations on the line: Kaibara, Ishina, Kuroi, Ichijima, Takeda and Fukuchi.

**John Kelly Released.**

News has been received at Nagasaki of the release of John Kelly, who was sentenced to seven years' imprisonment at that port last July for wilful murder. Kelly was undergoing his sentence in the U. S. Consular Gaol at Yokohama, but on the cessation of extraterritoriality, the U. S. Consul-General desired the Japanese authorities to take possession of the prisoner. They refused to do so, and the matter was then referred to the U. S. Minister at Tokyo, who decided that the U. S. Government had no jurisdiction over the prisoner, who was then released.

**Serious Accident in Kioto.**

The other morning a workman named Tsumamura Yenkiichi, employed in the Yokkaichi Tanning Co.'s Branch office in Temmachi Kioto, whilst making a fire, took a properful of coal oil from a large oil tank and poured it on the charcoal. The dipper caught fire, and the man not noticing this put it back into the tank. In a few seconds the tank was ablaze. The other men in the place tried to overcome the flames which encircled them. But when the fire was extinguished, by the assistance of policemen, it was found that all were badly burned. The injured men are nine in number, and three of them, it is feared may not live, whilst four others will not recover for a long time.

**New Ports to be Opened.**

The Government has decided to open the following ports to foreign trade, in addition to those already existing: Shimizu, Suruga Province; Takeo, Owari Province; Yoko-kichi, Ise Province; Momi, Buzen Province; Haku-ni, Chikuzen Province; Karatsu and Kuchino-ri, Hizen Province; Misumi, Higo Province; Ura-hara, Satsuma, and Shikoku, Tosa Province; Nawa, Luchu Islands; Hamado, Awaji Province; Saka, Hoki Province; Miyazu, Tango Province; Tsuruga and Echigo, Echizen Province; Nanao, Noto Province; Otaru, Muoran, and Kushiro, in the Hokkaido.

**Nagasaki's Water Supply.**

The Nagasaki waterworks were originally designed to supply water to some 60,000 people, the population of the town at the time of the construction of the present reservoir. The reservoir is now found insufficient to meet the demands of the increased population of the town, which is now estimated at upwards of 100,000. A view of this other municipal authority has decided, at some time ago, to extend the reservoir on a larger scale, the money necessary for this purpose being estimated at

£100,000,000. Application has been made to the Central Government for a subsidy, and it is now stated that the Home Department is inclined to grant £60,000 towards the extension. Mr. Terada, Secretary to the then Kuchis, has left for Tokyo to consult with the Government on the matter.

**Signs of external injury, no post-mortem examination is needed to establish the fact that death was due to drowning—but where the circumstances under which the body got into the water are unknown, a post-mortem examination is not merely desirable, but necessary, and every medical witness and every coroner should know.**

#### NEW TELEGRAPH LINES.

The *Universal Gazette* states that the Peking high authority have established a military telegraph line between the prefectural city of Ching-tung, North Chihli, and Ch'ao-yang, on the Chihli-Manchurian borders, and that the line was ready for transmitting telegrams on the 15th instant. It will be remembered that the city and district of Ch'ao-yang rebelled against the constituted authorities both in 1895, and in 1893, prior to the war with Japan, both insurrections being crushed by the notorious bloodthirsty but cowardly General Yeh Chih-chao, who was imprisoned in Peking and sentenced to death in 1894 for running away from Yenan and Pingyang, Korea, upon the approach of the Japanese, and who died in prison last winter, poisoned, so it has been avenged, by orders of the Empress Dowager. The same paper also states that a new telegraph line has been constructed between the provincial capital of Kiang-nan (Nanchang) and the city of Kien-chang in the same province, this line being also opened for transmission of telegrams on the 15th instant.

#### JAPANESE JOTTINGS.

From Our Exchanges.

**Destructive Storm.**

The effect of the recent storm in Ritamuro, Miye Ken, was very disastrous. Five hundred and sixty houses were flooded, and twelve washed away. Five houses were destroyed by a landslide, and forty-eight persons were killed.

#### Mine Accident.

In the Kokura Coal mine, owned by the Tikuho Coal Mine Co., whilst a train of coal trucks were being pulled out of the mine, the other morning, the chain gave way. Seven trucks tumbled over and four men were killed and two wounded.

#### The N. Y. K.

It is reported that a Chinese steamship company, owning ocean steamers, has offered to charter from the Nippon Yusen Kaisha a number of the latter company's steamers, which are to be officered and manned by Japanese.

#### Gunpowder Explosion.

An explosion of gunpowder occurred at No. 4 factory of the Itabashi Gunpowder Factory at 11.30 a.m. the 10th instant. Luckily all the labourers except one were away at their lunch the time. The man who was left was injured in his limbs. He was conveyed to the Military Hospital at Kojimachi but is not expected to survive. The cause of the explosion is not known.

#### Drowning Fatality.

A Yamaguchi telegram to the *Osaki Asahi* reports that Mr. Horie Kichi, village chief of Hirose Mur, Kuga Gof, Yamaguchi Ken, was drowned while travelling down the Hirose-gawa a few days ago. Unfortunately the boat ran against a rock in the river and was broken to pieces. Mr. Horie was drowned and eight others are missing.

#### Principality of Japan.

Prince Henry returned to Kobe from Kioto shortly after 6 o'clock on the evening of the 15th and at once proceeded on board the *Deutschland*. His arrival was made an excuse for a capital display of fireworks by the Japanese. His Imperial Highness dined at the German Club the same evening.

#### Police Instructed.

A Japanese paper states that Mr. Kiyoura, Minister of Justice, issued a few days ago the following instructions to the police authorities throughout the Empire:—

If a member of a Foreign Legation is suspected of a crime committed outside the Legation, he may be detained on the spot, but the matter must be at once reported to the Public Prosecutors' Office of the nearest Court of Justice.

If a charge is preferred against any foreigner who has taken shelter at a Foreign Legation, the matter shall be at once reported to the Public Prosecutors, before any arrest is made, and the police authorities must not enter the compound of the Legation until the Public Prosecutors, have given them permission to do so. If an offender takes shelter on board a foreign man-of-war lying in a Japanese port, the authorities shall request the captain to hand over the offender to the police. If a foreign blue jacket commits a crime on shore, the police may detain him until instructions have been received from the Public Prosecutors.

The police must not arrest the Consul of any foreign Power, unless the crime committed is of a serious nature.

#### The Nagasaki Press on the New Era.

To-day, the 17th of July, marks an epoch in the history of Japan, a country that has already surprised the world in so short a time to the modern civilization of the Western world. After years of patient toil on the part of her able statesmen, Japan to-day enters upon an equal footing with all the Powers, and now holds the proud distinction of being the first Oriental nation to exercise jurisdiction over Occidentals. The old traditions have ceased to exist, and there is reason to believe that under the new order of things foreign residents in this country, and those who come after, will have little to fear from the change. The recent Rescript of His Majesty the Emperor and the notifications of the different Ministers of State show that the Government is making strenuous efforts to secure the amicable working of the new Treaties, and it is the duty of all foreigners to assist to these almost the authorities by conforming to the laws and regulations of the country in which they dwell.

#### SHIPPING REPORTS.

Captain Moses, of the steamship *Yawata Maru*, from Nagasaki, reports—Heavy sea through voyage from Nagasaki.

Captain Joslin, of the steamship *Kong Beng*, from Saigon, reports—Light Sotherly to SW. winds fine clear weather, smooth sea.

Captain Blake, of the steamship *Kwang Ping*, from Chefoo, reports—Encountered very heavy N.E. gale on the edge of a typhoon for three days. Deck cargo damaged, also fittings to rooms on port side.

Captain Heimann, of the steamship *Yeo-yeon*, from Shanghai, reports—Left Shanghai on the 10th July, arrived in port on the 20th. From the 20th to 23rd was at anchor under Chusan Island on account of a strong typhoon. Wind veering from E. to W. through North. Barometer lowest reading 28.0.

Captain Roach, of the steamship *Yeo-yeon*, from Swatow, reports—Couching to port.

Arrived south-westerly breeze and sea fine and clear. Amoy to Swatow, same weather. Swatow to port, light south-westerly breeze, smooth sea, and clear to Puding Blanco, and moderate westerly breeze and sea passing rain squalls, clear from there to port. Vessels in Fowchow, Chinkiang, Amoy, Cheung-chew, in Swatow, Tsin, Kowloon, and Pakshan.

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## SINGAPORE AND THE SOUTH.

From Straits Papers.

## SEVOL HOUSES A DAY.

Mr. Spooner, the Selangor State Engineer in his report for '89, notes that the working day in Selangor for Tamil and Javanese coolies is a short seven hours. It is supposed to be from 7 a.m. to 2 p.m. The working hours in Ceylon for Tamil coolies are from 6 a.m. to 4 p.m. on estates, and in the P.W.D. and Railway Departments from 6 a.m. to 12 noon and 1 p.m. to 5 p.m., or ten hours against the short seven. This, says Mr. Spooner, cannot be corrected by one department singlehanded. It would be necessary for all Government Departments to act in unison and so reduce the cost of work by obtaining 94 days of ten hours more work per coolie per annum, for the same total wage as now paid—presuming, of course, the coolie works every day in the year excepting Sundays.

## Fatal Accident At Singapore.

A shocking fatality occurred on board the Japanese mail steamer "Isaka Maru," off the Borneo Wharf, on the night of 17th inst. One of the hatches had been only partially placed over the empty hold, when the third officer stepped on to it. The hatch immediately tilted up and the unfortunate officer fell to the bottom of the steamer where he struck the iron-work and sustained terrible injuries. Assistance was rendered as quickly as possible, but the officer expired in the course of a quarter of an hour. Death was due to serious internal injuries and to congection of the brain. The sad feature of the case is that the deceased has a wife and had only recently received news that he had been appointed to a good post at the Cape of Good Hope.

## Sarawak News.

## TAXATION ON PEPPER AND TIMBER.

The Supreme Council of Sarawak met on the 12th June. The Rajah informed the members of his intention of putting an extra tax on pepper in consequence of its unusually high price in the market. There would be also a small yearly payment as rent for lands cultivated or taken up for cultivation, according to the value of the products planted on which no payment had been made heretofore. There was no doubt that the planters were making enormous profits. H. H. said he considered that a just share should go to the revenues.

The Rajah then intimated that he had decided upon a tax on timber so as to restrict felling operations. There was now a scarcity of hard woods in the market at the capital. On and after the first of August next, timber-sellers must take out permits. A timber tax of ten per cent. on the value was also imposed.

## The Real Malay.

## SCARED BY SMALL-POX.

In a letter from Jelor, in Siamese Malaya, Mr. Skeat, now exploring there, says—

The country is quiet enough. Many of the people, including the Rajahs have fled from fear of small-pox, owing to a death from that disease in a house near here. Many of the houses of those who have not fled were "quarantined" for ten days by the Rajah of Kuman's medicine man.

A rope of ratan is stretched entirely round the fence of the Campings (the Campings are generally fenced here), and rope of langan leaves and white thread with queer slip-knots of coconut fronds depending from it is stretched across the top of the gate. In the gateway are buried, cross-wise, two stems of the "Bedara Palit," which is supposed, owing to its bitterness, to scare away the small-pox spirits. The road from Biserat to Jelor is similarly defended against the spirits, the object being to stop them from pursuing travellers on the road. Small-pox has been bad in Petani, but the people do not run from it there as the up-country do.

## Selangor Railway Rates.

The Malay Mail gives a report of the meeting between the Resident-General and a deputation which sought to move him to reduce the recently increased railway rates in Selangor. The Resident-General, after successively demolishing the arguments for reduction, thus put the case for the increase—

The first part of the new through line was opened a few days ago in Province Wellesley. I went to Province Wellesley and Mr. Hanson asked me about rates, and I think went into the rates he was then charging in Penang. I said these rates are too low and there is no railway in the world with rates like these. He said that was so. It is the worst thing in the world to open a railway, fix rates, and then raise them immediately afterwards. If they are found to be too high it is quite easy to reduce them; if they are too low it is extraordinarily difficult to raise them. We looked into the quarry rates and we there and then fixed 3 cents a mile for third class, with corresponding rates for second and first class. But it appears that afterwards the Resident of Penang sent to me and said that rates had been fixed in the Province, and the railway would join on to Penang line, it was necessary to have the same rates all over the line and I agreed. I am sorry that you have not produced any single argument for reduction of the rate, or anything to show that the rate is unfair. I do not see how I can ask either of the Residents of Penang or Selangor to reduce the rates that have been fixed.

## STRANGE INTERMENT OF A EUROPEAN.

In the Singapore Free Press of Monday, the 10th inst., mention was made of the discovery on the previous day of the body of a European washed up on Blaken Mati, who had been evidently drowned, but in trying to reach some ship in the harbour. This proved on enquiry to be the body of an American sailor missing from the U.S.A. "Yosemite." No inquest appears to have been held.

The sequel is a curious one. As a well-known local resident was walking on the shore of Pulau Brani Island about 40 yards from the Borneo Company's dynamite stores, he came upon a little group on the beach busy over some excavation about 3 yards above high-water mark. This consisted of a European policeman, two soldiers in khaki, and two Chinese coolies, and the job in hand was the digging of a grave. The visitor naturally made an enquiry, and though the policeman was evidently indisposed to be communicative, it was elicited that the grave was intended for the burial of a drowned European.

"Oh, that will be the Americans from the *Yosemite*!" (giving the proper accent to the four-syllable word.)

"No, it's the man off the *Yosemite*!" was the reluctant reply.

The "man off the *Yosemite*," was not visible just then, but was doubtless lying close at hand, ready for his "six-foot" of Pulau Brani beach.

It further proved that the corpse had been already planted below high-water mark, but it had been difficult to get deep enough, and an arm or a leg protruded after the tide came up and washed the soft stuff from the top of the under-water grave.

It seems strange that this should have had to be done, when no doubt the American Consul here would have been willing to have seen the dead man get respectable burial at Bukit Timah Cemetery. There looks to be just a little too much of the "tip-him-in-the-hole," about the incident to be entirely agreeable to the unscientific prejudices of common or garden humanity.—S. F. Press.

## MARRIAGES MADE IN FRANCE.

## SOME CURIOUS COMPLICATIONS.

The following is not the plot of a *Palais Royal* farce but a true story from the law courts, revealed in the course of a case that has just been pleaded. In 1886 the Duties and the Gertrons, at the time two newly-married couples, lived in adjacent villas in a suburb of Paris. The two households were on the best of terms. The idea seems first to have occurred to M. Dutuc that their union might be even closer than it was. He laid siege to the heart of Mme. Gertron, and with such success that his wife at length divined what was afoot. Her views, however, as to the length to which neighbourliness can go were as large as those of her husband, and she proposed to M. Gertron, who was delighted at the suggestion, that the most philosophical way to take the situation was for them to fall in love with one another in turn. And the two couples, having thus paired off afresh, felicity reigned in those suburban villas.

Admirable though the arrangement was found it seemed to the persons concerned that it could be improved on, or at any rate secured against possible accidents. The quartette had censed by this time to make any mystery between themselves of their mutual inclinations. In the circumstances it would be just as well to have everything on a clear and recognized footing. The two husbands, in consequence, drew up, and signed, a deed in which it was formally set forth that each of them to his wife "sound of mind and body" ceded his wife to the other and bound himself over not to institute divorce proceedings. Before long it was agreed to waive this latter clause. Unions so blissful deserved to be sealed by marriage. Accordingly and in connivance each of the husbands called in, as French law provides, the local police commissioner, who established that the indispensable formalities which must precede the grant of a divorce had been duly accomplished. The court of first instance, however, refused a divorce in each case on the score that the petitioners were "unworthy of legal assistance." A higher court was more amenable to reason. The divorces were granted and Mme. Gertron became Mme. Dutuc, and Mme. Dutuc Mme. Gertron.

For a while everybody was perfectly happy, until a little later M. Gertron discovered that in the reshuffling of the cards all the children had fallen to his share. Not only had he kept the two children of his first marriage, but he had taken over the three children belonging to the original Mme. Dutuc, become the second Mme. Gertron. Now, although M. Gertron admits being fond of children he believes in the principle of share and share alike in the matter of expenses. In consequence he calculated what the five children have cost him to rear, and asked his friends at the neighbouring villa to pay half the amount. They declined the invitation and M. Dutuc was then obliged to sue them for the sum. It is the trial of this action that has revealed the curious domestic complications just narrated.

The verdict will not be given for another week; but between then and now an amicable arrangement should have been arrived at between the persons concerned by such unusual ties.

## TROPICAL DISEASES.

The Liverpool School of Tropical Diseases is sending out to the West African coast a special expedition to investigate the causes of malaria and other diseases. The danger which always attends even the momentary abreaction of a single fable mortal would then be reduced. The captain of the ill-fated vessel was declared to be unfriendly to officers looking at charts while going down channel. Among sea-captains and officers, says the writer, "there is a common opinion that any examination of charts or questioning of the correctness of a course given by a captain would in the majority of cases be resented." He suggests that the course should be laid by an officer under the captain to be checked by course of him; that within five miles of the shore the chart should be laid by the captain, and that the position and course should be marked by the officer, if necessary from a survey. It is decided by the commandant that no industrial disadvantage resulting from the European employer refusing to receive suggestions from his men, such as American masters, would prevent the ship from doing so.

## THE LESSON OF THE MOLEGAN.

The loss of the *Molegan* leads Mr. John Hyatt in *Harper's* to suggest "needful precautions for safe navigation." Chief among these is that the entire direction of the ship's course should not be left to the captain alone but should be shared with other officers. The danger which always attends even the momentary abreaction of a single fable mortal would then be reduced.

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## THE MEDIUM.

A Mr. Charles Dorey was on the 21st instant to be destroyed, nearly bodily, and it is a little difficult to understand how it happened. It is known that he was a member of the Society of Psychical Research, and that he had been a student of the Royal College of Surgeons, and that he had been a member of the Royal College of Physicians, and that he had been a member of the Royal College of Surgeons of Ireland, and that he had been a member of the Royal College of Physicians of Ireland, and that he had been a member of the Royal College of Surgeons of England, and that he had been a member of the Royal College of Physicians of England, and that he had been a member of the Royal College of Surgeons of Scotland, and that he had been a member of the Royal College of Physicians of Scotland, and that he had been a member of the Royal College of Surgeons of Ireland, and that he had been a member of the Royal College of Physicians of Ireland, and that he had been a member of the Royal College of Surgeons of England, and that he had been a member of the Royal College of Physicians of England, and that he had been a member of the 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Intimations.

The Share Market.

LATEST QUOTATIONS.

(July 26th.)  
Banks.  
Hongkong and Shanghai Banking Corporation  
—4 per cent. prem.  
The Bank of China & Japan, Ltd.—(Preference)  
nominal.  
The Bank of China & Japan, Ltd.—(Ordinary)  
1/4 buyers.  
The Bank of China & Japan, Ltd.—(Deferred)  
1/5 buyers.  
National Bank of China, Ltd.—\$24.  
Do. Do. \$24.  
Marine Insurances.

Union Insurance Society of Canton, Ltd.—\$324.  
China Traders' Insurance Co., Limited—\$62.  
North China Insurance Co., Ltd.—Tls. 190.  
Yangtze Insurance Assoc., Ltd.—\$20.  
Canton Insurance Office, Ltd.—\$40.  
Straits Insurance Co., Ltd.—\$61.

Fire Insurances.  
Hongkong Fire Ins. Co., Ltd.—\$310.  
China Fire Ins. Co., Ltd.—\$89 sellers.  
Shipping.

Hongkong, Canton, & Macao Steamboat Co.,  
Limited—\$324.

Indo-China Steam Navigation Company, Ltd.  
—\$61.

China and Manilla S. S. Co., Ltd.—\$91.

Douglas Steamship Co., Ltd.—\$56 sellers.

China Mutual S. N. Co., Ltd.—(Preference)—  
1/9 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—  
1/5 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—  
1/3 buyers.

Star Ferry Co., Ltd.—\$16.

Refineries.

China Sugar Refining Co., Ltd.—\$173.

Luzon Sugar Refining Co., Ltd.—\$57.

Mining.

Punjor Mining Co., Ltd.—\$14.

Do. Preference Shares—\$250.

Société Française des Charbonnages du Ton-  
kin—\$245.

Queen Mines, Limited—\$250.

Jelcebu Mining and Trading Co., Ltd.—\$14

buyers.

Raub Alian Gold Mining Co., Ltd.—\$61.

Olivers Freehold Mines, Ltd.—\$17.

Olivers Freehold Mines, Ltd.—(B) \$6.

Great Eastern and Caledonian Gold Mining  
Co., Ltd.—\$2.

Docks, Wharves and Godowns.

Hongkong & Whampoa Dock Co., Ltd.—\$17  
per cent. prem.

Hongkong and Kowloon Wharf and Godown  
Company, Limited—\$97.

Wanchai Warehouse and Storage Co., Ltd.—\$41.

Lands, Hotels and Buildings.

China Provident Loan and Mortgage Co., Ltd.  
—\$975.

Hongkong Land Investment and Agency Co.,  
Ltd.—\$64 ex div.

Kowloon Land and Building Co., Ltd.—\$30.

West Point Building Co., Ltd.—\$324.

Hongkong Hotel Co., Ltd.—\$707.

Humphrey's Estate and Finance Co., Ltd.—  
\$1175.

Miscellaneous.

Green Island Cement Co., Ltd.—\$28.

China-Borneo Co., Limited—5 buyers.

A. S. Watson & Co., Limited—\$17.

Hongkong and China Gas Co., Ltd.—\$130.

Hongkong Rope Manufacturing Co., Ltd.—\$181.

Geo. Fenwick & Co., Ltd.—\$43.

Hongkong Ice Co., Ltd.—\$122 ex div.

Hongkong High-Level Tramways Co., Ltd.—  
\$145.

Dairy Farm Co., Limited—\$54.

Hongkong & China Bakery Co., Ltd.—\$25.

Campbell, Moore & Co., Ltd.—\$1.

Bell's Asbestos Eastern Agency, Limited—\$1  
nominal.

Bells Asbestos Eastern Agency, Ltd.—\$5.

Hongkong Cotton Spinning, Weaving and  
Dyeing Co., Ltd.—\$80.

Ewe Cotton Spinning & Co., Ltd.—Tls. 70.

International Cotton Mfg. Co., Ltd.—Tls. 70.

Lau-kung-mow Cotton Spinning & Weaving  
Co., Ltd.—Tls. 70.

Soy Chee Cotton Spinning Co., Ltd.—Tls. 350.

Yahloong Cotton Spinning Co., Ltd.—Tls. 55.

Tehau Planting Co., Ltd.—\$4 per share.

Tehau Planting Co., Ltd.—\$5.

BENJAMIN, KELLY & POTTS (Share Brokers.)  
Telegraph Address—"Rialto."

OPIUM QUOTATIONS.

Hongkong, 26th July.

New Putna, ..... \$37 per ches.

New Bonares, ..... \$371

New Malwa, credit ..... 710/720 per picul.

Old Malwa, credit ..... 740/850

Persian, paper tied ..... 680/770

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